exemption, any suspension, revocation, voiding, or withdrawal of the Certificate as it applies to a non-exempt configuration for any reason will result in a suspension of the Certificate as it applies to the corresponding exempted configuration(s) of that model type, unless there is at least one other corresponding non-exempt configuration of the same model type still covered by the Certificate. The suspension of the Certificate as it applies to the exempted configuration(s) will be terminated when any one of the following occurs:

(i) Another corresponding non-exempt configuration(s) receive(s) coverage under the Certificate; or

(ii) Suspension of the Certificate as it applies to the corresponding non-exempt configuration(s) is terminated; or

(iii) The Agency's action(s), with respect to suspension, revocation, voiding, or withdrawal of the Certificate as it applies to the corresponding non-exempt configuration(s), is reversed.

(3) The sale of a vehicle for principal use at a designated high-altitude location that has been exempted as set forth in paragraph (h) of this section will be considered a violation of section 203(a)(1) of the Clean Air Act.

(i)(1) The manufacturers may exempt 1996 and later model year vehicles from compliance at low altitude with the emission standards set forth in paragraph (a) of this section and §86.090–8(b) if the vehicles:

(i) Are not intended for sale at low altitude; and

(ii) Are equipped with a unique, high-altitude axle ratio (rear-wheel drive vehicles) or a unique, high-altitude drivetrain (front-wheel drive vehicles) with a higher N/V ratio than other configurations of that model type which are certified in compliance with the emission standards of paragraph (a) of this section and §86.090–8(b) under low-altitude conditions.

(2) The sale of a vehicle for principal use at low altitude that has been exempted as set forth in paragraph (i)(1) of this section will be considered a violation of section 203(a)(1) of the Clean Air Act.

(j) Any exempted light-duty vehicle that a manufacturer wishes to certify for sale under the provisions of §86.090–8 (h) or paragraph (i) of this section is subject to the provisions of subpart Q of this part.

(k) *Cold Temperature Carbon Monoxide (CO) Standards—Light-Duty Vehicles.* Exhaust emissions from 1996 and later model year gasoline-fueled light-duty vehicles shall not exceed the cold temperature CO standard of 10.0 grams per mile for an intermediate useful life of 50,000 miles, as measured and calculated under the provisions set forth in subpart C of this part. This standard applies under both low and high altitude conditions.

[56 FR 25756, June 5, 1991, as amended at 57 FR 31915, July 17, 1992; 58 FR 16021, Mar. 24, 1993; 58 FR 34536, June 28, 1993; 58 FR 58417, Nov. 1, 1993; 59 FR 48499, Sept. 21, 1994; 60 FR 43887, Aug. 23, 1995; 62 FR 47120, Sept. 5, 1997; 75 FR 22979, Apr. 30, 2010]

§86.096–21 Application for certification.

(a)–(j) [Reserved]

(k) For light-duty vehicles and light-duty trucks, a manufacturer with an engine family that cannot be appropriately tested on all Certification Short Test emission test procedures described in §86.1439 of this part may request an exemption, as described in §86.1427 (d), from the inappropriate test(s) for purposes of demonstrating compliance with the Certification Short Test as described in subpart O of this part.

(l) For light-duty vehicles and light-duty trucks, a manufacturer with an engine family that can be appropriately tested on none of the Certification Short Test emission test procedures described in §86.1439 of this part may request an alternative procedure as described in §86.1427 (d).

[58 FR 16023, Mar. 24, 1993, as amended at 58 FR 34536, June 28, 1993; 58 FR 58417, Nov. 1, 1993; 59 FR 33913, July 1, 1994; 60 FR 34335, June 30, 1995; 75 FR 22979, Apr. 30, 2010]

§86.096–24 Test vehicles and engines.

(a) *General.* This paragraph applies to the grouping of vehicles or engines into families.

(1) The vehicles or engines covered by an application for certification will be divided into groupings of engines which are expected to have similar emission characteristics throughout their useful life. Each group of engines with similar